

φ/p

[001] ELECTROMAGNETIC HYSTERESIS UNIT

[002]

245
A1

[003]

According to the preamble of claim 1 the invention relates to an electromagnetic hysteresis unit.

[004]

[005]

By electromagnetic hysteresis units will be understood hereinafter as hysteresis brakes and hysteresis clutches. The method of operation of the hysteresis units is based on a magnetic action force of poles that attract each other in the synchronous running and on a constant magnetic reversal of a magnetically, semi-hard material, namely, of a hysteresis ring in the slip operation.

[006]

Unlike eddy-current clutches and brakes in hysteresis units, which are based on a different physical principle, the transmissible torque is, to a great extent, independent of the slip rotational speed.

[007]

The best known design of such hysteresis units consists of a magnet body with one exciting coil each having an outer and inner pole ring with axially aligned superposed soft iron poles in the same number and spacing, wherein the outer poles are disposed offset in peripheral direction relative to the inner poles in the stationary state or during synchronous running by half a spacing and have an opposite polarization. In the radial intermediate space of the pole rings, the hysteresis ring can rotate as a thin-walled, bell-shaped part without contact.

[008]

When magnet coils are traversed by current, a substantially radially oriented magnetic field generates between the poles of opposite polarity. But the pole off-set produces an alternatively tangential reorientation of the magnetic flow in the hysteresis ring and thus a permanent reverse magnetization of all elementary magnets when the hysteresis ring rotates relative to the magnetic body. Therefrom results a torque which depends only on the exciter flow. It can be regulated and controlled by adequately changing the exciting current. Such hysteresis units are known as clutch, e.g. from United States Patent No. 2,488,827. Here the hysteresis ring is disposed radially between two parts of a rotatable magnet body which parts are connected by a disc of non-magnetizable material.

[010] The hysteresis ring is, in general, made of a material having small wall thickness and connected with a rotating part. Opposite to this, the parts provided with a large mass, such as magnet coils, magnet body, etc., are connected with the housing. In the case of a hysteresis clutch, one part of the magnet body is formed by a rotor and a magnetic-flux guiding disc connected therewith which rotates with slight play relative to the magnet body.

[012] The power loss resulting in the slip operation heats the thin-walled hysteresis ring very quickly. The heat can be removed only very deficiently, via the small material thickness of the hysteresis ring, to the adjoining parts in order to be eliminated therefrom by further heat conduction and convection. The admissible permanent slip power on one side and the briefly removable slip work on the other are thus very limited.

[013] Such hysteresis units are used, among others, for traction regulation for the processing of drawn endless products like wire, cable, rope, sheets, paper, threads, etc. They are also used for brake torque regulating systems and for a load simulation such as for test stands, ergometers, etc.

[014] ^{ins}
A2 > The problem on which the invention is based is to improve in the slip operation the brief and also the permanent thermal load of a hysteresis unit. This is solved by the features of claim 1. Other developments result from the sub-claims.

[015]

[016] According to the invention the peripheral surfaces of the north poles and south poles lie on the same circle, the center of which lies on the axis of rotation. They also lie opposite the same peripheral surface of the hysteresis ring. Thereby the hysteresis ring is able to rotate on one peripheral surface at short distance from the magnets while on the other peripheral surface it is embedded in a rotor made of material having good heat conductivity which can also have cooling devices such as in the form of cooling ribs. It is thus ensured that the heat accumulated be thoroughly removed and that great slip torques can be transmitted for a long time.

[017] The hysteresis ring conveniently surrounds the north poles and the south poles so that it lies with the adjoining rotor parts on the outer periphery of the hysteresis unit. Thereby result, on one hand, large heat radiation surfaces and, on the other, the rotor generates in this area itself a great air movement which favors the convention. In the peripheral area of the rotor cooling ribs are conveniently disposed which can be aligned both axially and in peripheral direction and can be interrupted by slots.

[018] In one development of the invention, the poles are formed by pole fingers which, departing from axial front walls of the magnet body, are fitted upon each other and have between them a larger distance than from the hysteresis ring so that the magnetic flux leads from a north pole to a south pole via the hysteresis ring. The pole fingers can here advantageously overlap in peripheral direction.

Publ. No. 225563

[023] When the hysteresis unit is designed as clutch, an outer part of the first magnet body is conveniently separated by an annular gap and connected with the second magnetic body via the non-magnetizable material. The rest of the first magnet body with the coil are mounted fastened on the housing while the second magnet body sits on a part to be coupled and is rotatably supported with a small gap relative to the first magnet body. A second part to be coupled is non-rotatably connected with the hysteresis unit which carries the hysteresis ring.

[024]



[025]

Other advantages result from the description of the drawing that follows. An embodiment of the invention is shown in the drawing. The expert will conveniently regard the features also separately and make with them logical added combinations. In the drawing:

[026]

Fig. 1 is a longitudinal section through a hysteresis brake;

[027]

Fig. 2 is a section corresponding to the line II-II in Fig. 1;

[028]

Fig. 3 is a partial development of a hysteresis ring and a few pole fingers according to Fig. 1;

[029]

Fig. 4 is a longitudinal section through a hysteresis clutch wherein the upper half shows a design with connecting ring and the lower half a design with a filling compound;

[030]

Fig. 5 is a partial development of a hysteresis ring and a few pole fingers according to Fig. 4, upper half; and

[031]

Fig. 6 is a partial development of a hysteresis ring and a few pole fingers according to Fig. 4, lower half.

[032]



[033]

The hysteresis unit shown is a hysteresis brake 1. It has a divided magnet body 2, 3 which comprises one magnet coil 6. The magnet body is divided in a radial plane. The two parts 2 and 3 thereof are centered relative each other by a centering ring 8 and interconnected by screws 9. The magnet body 2, 3 consists of soft iron and has on its outer periphery pole fingers 4, 5 which extend substantially axially and are alternatively integrated on the part 2 or part 3 of the magnet body.

[034]

If the magnet coil 6 is supplied with current, via a current supply 7, the pole finger 4 form, in the embodiment shown, a north pole on part 2 of the magnet body while the pole finger 5 form south poles on part 3 of the magnet body. The magnet body 2, 3 is mounted fastened to the housing. Thereby the current supply 7 can be easily shifted through one of the free spaces 19 formed between the pole fingers 4, 5.

[035] In the magnet body 2, 3 is supported, by ball bearings 10, 11, a shaft 12 which rotates around an axis of rotation 14. The shaft 12 carries on its ends fitting keys 13 by which rotating parts (not shown in detail) can transmit a torque to the shaft 12. On the shaft 12 sits firmly on a pot-shaped rotor 17 open on one side in which is embedded a hysteresis ring 16 made of magnetically semi-hard material. The shaft 12 is axially fixed between a collar 22 on the rotor 17 and a guard ring 21 embedded in the shaft 12. The rotor 17 itself is made of material having good heat conductivity and can support cooling devices in the form of cooling webs 18 in order to improve the heat conduction and convection. The cooling webs 18 can extend in peripheral direction or axially and have notches and/or bores.

[036] Fig. 2 shows that the distance between the pole fingers 4, 5 is greater than the distance between the pole fingers 4, 5 and the hysteresis ring 16. Thereby the hysteresis ring 16 is flowed through according to the magnetic flux 20. During a relative movement of the hysteresis ring 16 in peripheral direction 15 toward the magnet body 2, 3, the polarization of the elementary magnetic zones produced in the hysteresis ring 16 is reverse whereby a considerable torque can be transmitted. The torque primarily depends on the intensity of the current flowing through the magnet coil 6. As a result of the power loss in the slip operation which results from the reversal of polarization of the hysteresis ring 16, a great amount of heat accumulates in it. The amount of heat is, of course, removed via the rotor 17 and given off to the environment so that in comparison to known hysteresis units great torques can be transmitted in the slip operation without an overheating of the hysteresis brake having to be feared.

[037] According to Fig. 4, the hysteresis unit 23 is a clutch. It differs from the hysteresis unit 1 of Fig. 1 designed as a brake by the fact that the first magnet body 2, which is mounted fastened on the housing, has an outer part 25 which is separated by a narrow annular gap 26 from the other first magnet body 2. The outer part 25 is connected via a connecting ring 27 made of non-magnetizable material, preferably brass, with the second magnet body 3 by it being shrunk by its pole finger 4 and the second magnet body 3 by its pole finger 5 upon the connecting ring 27 (upper halves of Fig. 4 and Fig. 5). The connecting ring 27,

[038] The second magnet body 3 sits upon a part to be coupled and is rotatably supported relative to the first magnet body 2 from which it is separated by an annular gap 26 and by a gap 29. The other part to be coupled is non-rotatably connected with rotor 17 in which the hysteresis ring 16 is embedded. The rotor 17 has on the outer periphery grooves 24 to enlarge the surface and thereby better to remove the heat. At the same time, the periphery of rotor 17 can be designed as belt pulley for a drive mechanism.

[039] In the variant according to the lower half of Fig. 4 and according to Fig. 6, the intermediate spaces between the pole fingers 4, 5 are filled with a non-magnetizable filling compound 28 which creates the connection between the outer part 25 of the first magnet body 2 and the second magnet body 3. The filling compound 28 is conveniently introduced in the intermediate spaces by a casting or sealing technique. As filling compound can be used, for example, a non-magnetizable metal like brass or also a plastic material.

Reference numerals

- | | |
|---------------------------|---------------------|
| 1 hysteresis unit | 16 hysteresis ring |
| 2 first magnet body | 17 rotor |
| 3 second magnet body | 18 cooling webs |
| 4 pole finger, north pole | 19 free space |
| 5 pole finger, south pole | 20 magnetic flux |
| 6 magnet coil | 21 guard ring |
| 7 current supply | 22 collar |
| 8 centering ring | 23 hysteresis unit |
| 9 screw | 24 groove |
| 10 ball bearing | 25 outer part |
| 11 ball bearing | 26 annular gap |
| 12 shaft | 27 connecting ring |
| 13 fitting key | 28 filling compound |
| 14 axis of rotation | 29 gap |
| 15 peripheral direction | |